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98TH CONGRESS
2d Session

SENATE

REPORT
98-557

AMENDING THE NATIONAL TRAILS SYSTEM ACT

JULY 17, 1984.—Ordered to be printed

Filed under authority of the order of the Senate of June 29 (legislative day, June 25), 1984

Mr. MCCLURE, from the Committee on Energy and Natural Resources, submitted the following

REPORT

together with

ADDITIONAL VIEWS

[To accompany H.R. 3787]

The Committee on Energy and Natural Resources, to which was referred the act (H.R. 3787) to amend the National Trails System Act by adding the California Trail to the study list, and for other purposes, having considered the same, reports favorably thereon without amendment and recommends that the act do pass.

PURPOSE

H.R. 3787 would direct the Secretary of the Interior to conduct studies on the "Pony Express Trail" and the "California Trail", for possible inclusion in the National Trails System as National Historic Trails. The Act also recognizes the Daniel Boone Heritage Trail and authorizes the Secretary of the Interior to accept donations of, and installation of suitable markers to commemorate the routes and sites of Daniel Boone.

BACKGROUND

The California Trail and the Pony Express Trail were major links between the Midwest (St. Joseph, Missouri) and the California frontier.

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The California Trail and the Oregon Trail (which is already included in the National Trails System) follow the same route westward from Missouri, and separate at the Raft River. At that point the California Trail heads southwest toward Sacramento, Calif. It was the main route for approximately 125,000 settlers and prospectors.

The Pony Express Trail was, likewise, a major link between the East and the California frontier. Organized in 1860, the Pony Express was the most direct and practical means of communication, east to west, before the advent of the telegraph, and played a role in aligning California with the Union during the outbreak of the Civil War. Although the Pony Express thrived only 18 months, its riders became legendary because of the daring attitudes they displayed, carrying the mail in every kind of weather and through hostile territory. By riding day and night at approximately ten miles per hour, the Pony Rider could transport the mail pouch from St. Joseph, Missouri to Sacramento, California, a distance of 1,966 miles, in 10 days.

These two trails follow the same or similar routes for much of the distance from St. Joseph, Missouri, through the Rocky Mountains near the Great Salt Lake, to the area around Sacramento, California.

Because of the proximity of the trails to each other, the Act directs the Secretary of the Interior to conduct one feasibility study of the trail corridor, but to submit a separate report on each trail.

The Act would also recognize the Daniel Boone Heritage Trail. Study of the proposed Daniel Boone Trail route was authorized by Public Law 94-527 to determine the feasibility and desirability of designating the route as a component of the National Trails System. The proposed trail route was evaluated to determine if it qualified as either a National Scenic Trail or a National Historic Trail. The studies by the National Park Service rejected a scenic trail designation because its establishment would require extensive acquisition of privately-owned lands for a right-of-way and the costs would be prohibitive. A National Historic Trail designation was rejected by the National Park Service on the grounds that Boone's trail was not of "sufficient historical significance."

H.R. 3787 would authorize a third alternative to recognize the significance of the pioneering contributions of Daniel Boone in the exploration and settlement of the Nation. It authorizes the Secretary of the Interior to mark significant trail route segments and sites of the Daniel Boone Heritage Trail. The Secretary would be authorized to accept donations of suitable markers for placement at appropriate locations.

LEGISLATIVE HISTORY

H.R. 3787 passed the House on May 1, 1984. A hearing before the Subcommittee on Public Lands and Reserved Water was held on May 22, 1984. The Administration supports H.R. 3787 if amended to allow 3 years for the trail study rather than the 2 years specified.

At a business meeting on June 27, 1984, the Committee on Energy and Natural Resources ordered H.R. 3787 favorably reported.

Committee Recommendations and Tabulation of Votes

The Senate Committee on Energy and Natural Resources, in open business session on June 27, 1984, by a unanimous vote of a quorum present recommends that the Senate pass H.R. 3787 without amendment.

The roll call vote on reporting the measure was 21 yeas, 0 nays as follows:

YEAS	NAYS
Mr. McClure	
Mr. Hatfield [1]	
Mr. Weicker	
Mr. Domenici [1]	
Mr. Wallop	
Mr. Warner	
Mr. Murkowski [1]	
Mr. Nickles	
Mr. Hecht [1]	
Mr. Chafee [1]	
Mr. Heinz [1]	
Mr. Evans	
Mr. Johnston [1]	
Mr. Bumpers	
Mr. Ford	
Mr. Metzenbaum [1]	
Mr. Matsunaga	
Mr. Melcher	
Mr. Tsongas [1]	
Mr. Bradley	
Mr. Levin [1]	

[1] Indicates voted by proxy.

Section-by-Section Analysis

Section 1 amends section 5(c) of the National Trails System Act (16 U.S.C. 1244(c)) to include the study of the Pony Express and the California Trails. The general routes of both trails are set out by map references and language which describes the Pony Express Trail as extending from St. Joseph, Missouri, through Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada, to Sacramento, California, and the California Trail, described as extending from the vicinity of Omaha, Nebraska and St. Joseph, Missouri to various points in California.

The study is required to be completed and submitted to the Congress no later than the end of 2 fiscal years after the date of enactment of this bill.

The report which would be developed from this study shall be separated into two parts. One part will relate entirely to the Pony Express Trail study and recommendations, and one part will relate entirely to the California Trail study and recommendations. Thus,

while one study is to be done of the trail routes, they will be reported separately.

Section 2 recognizes the significance of the explorations of Daniel Boone by authorizing the Secretary of the Interior to accept and place markers identifying the Daniel Boone Heritage Trail.

The Secretary of the Interior is authorized to accept donations of markers to be placed on lands under the Secretary's jurisdiction, as well as on other federally administered lands, with the approval of the Secretary of Agriculture and the other agency heads who have jurisdiction over those lands. The decision regarding placement of these markers will be made by the Secretary of the Interior in consultation with private interest groups and State and local governments.

These markers are to be placed in association with the Daniel Boone Heritage Trail, as described in the Park Service report entitled, "Final National Trail Study, August 1983, Daniel Boone."

Section 3 provides for compliance with the Congressional Budget Act of 1974.

Cost and Budgetary Considerations

The following estimate of the cost of this measure has been provided by the Congressional Budget Office.

U.S. Congress,
Congressional Budget Office,
Washington, DC, June 29, 1984.

Hon. James A. McClure,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

Dear Mr. Chairman: The Congressional Budget Office has reviewed H.R. 3787, a bill to amend the National Trails System Act by adding the California Trail to the study list, and for other purposes, as ordered reported by the Senate Committee on Energy and Natural Resources, June 27, 1984. We estimate that the federal government would spend approximately $150,000 for the trail study over a two-year period.

H.R. 3787 amends the National Trails System Act by adding the California Trail and the Pony Express Trail to the list of routes to be studied for possible designation as national scenic trails. These studies are expected to cost $150,000 over a two-year period. H.R. 3787 also authorizes the Secretary of the Interior to accept the donation of markers for placement on federal lands to commemorate routes and sites associated with Daniel Boone. This provision will result in no additional federal cost.

Enactment of this bill would not affect the budgets of state and local governments.

If you wish further details on this estimate, we will be pleased to provide them.

Sincerely,

Eric Hanushek
(For Rudolph G. Penner).

Regulatory Impact Evaluation

In compliance with paragraph 11(b) of Rule XXVI of the Standing Rules of the Senate, the Committee makes the following evaluation of the regulatory impact which would be incurred in carrying out H.R. 3787. The bill is not a regulatory measure in the sense of imposing Government-established standards or significant economic responsibilities on private individuals and businesses.

No personal information would be collected in administering the program. Therefore, there would be no impact on personal privacy.

Little, if any, additional paperwork would result from the enactment of H.R. 3787 as reported.

Executive Communications

The pertinent legislative reports received by the Committee from the Department of the Interior setting forth executive agency recommendations relating to H.R. 3787 are set forth below:

U.S. Department of the Interior,
Office of the Secretary,
Washington, DC, June 29, 1984.

Hon. James A. McClure,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

Dear Mr. Chairman: This responds to your request for our views on S. 1695 and H.R. 3787, bills relating to the Pony Express Trail and the California Trail, and to commemoration of the route of Daniel Boone.

S. 1695 would amend the National Trails System Act to authorize a study of the Pony Express Trail from Saint Joseph, Missouri, to Sacramento, California. The first section of H.R. 3787, which passed the House of Representatives on May 1, 1984, also authorizes a study of the Pony Express Trail, but in conjunction with a study of the California Trail, from Omaha and Saint Joseph to various points in California.

We have no objection to the enactment of S. 1695. Under section 5(b) of the National Trails System Act, the study report would be due to Congress within three complete fiscal years. We estimate the cost of completing the study to be $130,000.

Under the first section of H.R. 3787, the study report on the Pony Express and California trails would be due to Congress within two complete fiscal years. We have no objection to the first section of H.R. 3787 if it is amended to delete this requirement, thereby permitting three years for the report under the generic provisions of section 5(b) of the trails Act. Public Law 98–11, approved March 28, 1983, authorized six new trails studies, of which four are the responsibility of this Department and are being initiated this year. The reports on the six trails authorized for study in Public Law 98–11 are due to Congress by October 1, 1986. Under H.R. 3787, the report on the California and Pony Express trails would be due at the same time. With these requirements to complete the studies already authorized, we could not assure your committee that we could complete the new study within the time set forth in H.R.

3787. We recommend, therefore, that the normal deadline of three fiscal years be applied if H.R. 3787 is acted upon favorably.

The cost of completing the California Trail study would be approximately $75,000 if done alone. The California and Pony Express trail routes are contiguous or closely related, however, for significant portions of their lengths, and it would be appropriate to study both concurrently, as provided in H.R. 3787, at an estimated cost of approximately $150,000.

Section 2 of H.R. 3787 recognizes the regional significance of Daniel Boone by authorizing acceptance and placement of markers at appropriate locations. Public Law 94-527, approved on October 17, 1976, designated eight trail routes for study as potential components of the National Trails System, including the Daniel Boone Trail. With the cooperation of the States of Kentucky, North Carolina, Tennessee, and Virginia, and with the cooperation of other Federal agencies, local governments, and private individuals and organizations, the National Park Service led the study and the preparation of the report to Congress. The report was submitted to Congress on November 22, 1983.

The trail route was evaluated both as a potential national scenic trail and as a potential national historic trail. The study found that the route would qualify as a national scenic trail, but establishment as a component of the National Trails System would require extensive acquisition of private land for a right-of-way. The route evaluated as a potential scenic trail covered 450 miles, of which from 314 to 336 miles traversed private land. Cost estimates for land acquisition ranged from $35 million for a 500-foot-wide corridor to $70 million for a 1,000-foot-wide corridor. Annual operating costs were estimated to be $125,000. The report concluded that, because of these costs, it is neither feasible nor desirable to propose designation as a national scenic trail.

In addition, evaluation of the trail route as a potential national historic trail led to the finding that, although the trail established by Daniel Boone was an important route of exploration and settlement in the 18th century, it was not an historic route of travel which had far-reaching effects on broad patterns of American culture. This finding led to the conclusion by the National Park System Advisory Board that the route did not meet the National Trails System Act criteria for national historic significance.

Based on the study, we recommended that the route not be designated as either a national scenic or historic trail. The study report did, however, identify actions that could be taken to recognize Daniel Boone short of designating the route as a component of the National Trails System. One such action was Congressional authorization for the Secretary of the Interior to accept donations of markers for placement on lands under his administration and on other Federal lands with the concurrence of the head of the administering agency. This is the approach taken by section 2 of H.R. 3787. The bill further provides that the location markers shall be determined in consultation with private interests and local and State governments.

We support section 2 of H.R. 3787. We believe it is a proper way to recognize the high degree of local and regional interest in Daniel Boone, and it will require no additional Federal appropriations. We

note that the Congress adopted a similar approach to the Bartram Trail in Public Law 98–11.

The Office of Management and Budget has advised that there is no objection to the presentation of this report from this standpoint of the Administration's program.

Sincerely,

G. RAY ARNETT,
Assistant Secretary.

ADDITIONAL VIEWS OF SENATOR FORD

I strongly support the enactment of H.R. 3787. Public Law 94-527, which was approved on October 17, 1976, designated eight trail routes for study as potential components of the National Trails System including the Daniel Boone Trail. The Interior Department recommended against including the Daniel Boone Trail in the National System. The National Park Advisory Board supported the decision by saying and I quote, "The trail route established by Daniel Boone . . . was not a historical route of travel which had far reaching effects on broad patterns of American culture."

Now I don't argue with the decision not to include the Daniel Boone Trail in the National Trail System. However, there are those of us in Kentucky who feel that Daniel Boone had a pretty large impact on our heritage. The trail Daniel Boone discovered proved to be the only passable route through the Appalachian Mountains into Kentucky. The trail, which was known as the "Wilderness Road" served as the passageway for thousands of settlers to travel from the eastern states westward into not only Kentucky, but Tennessee, Ohio, Missouri and beyond. This bill would direct the Secretary of the Interior to accept donations of markers for placement on public lands marking the trail route. The determination of where to place the markers shall be in consultation with private interests and state government. I feel that this bill is but a small gesture of the Federal Government to recognize the impact Daniel Boone had on Western expansion in the United States. A brief history of Daniel Boone and the far reaching effects his life had on our heritage follows:

DANIEL BOONE

Daniel Boone was born on November 2, 1734, in a log cabin near the site of the city of Reading, PA. Daniel's parents were hard-working Quakers who had a small farm, a blacksmith shop, and a weaving establishment. There was plenty of work for the many Boone children, and young Daniel did his part by helping with the farming. When his father bought additional land some distance from their home, 10 year-old Daniel went there to live, and tended the farm. Here he began to learn the woodcraft that was to make him the greatest hunter in America. Friendly Indians lived nearby, where Daniel learned the customs and traits from them, so that many years later, when he fought against hostile Indians he was asked to successfully use his experience to out manuever their attacks. In 1750, settlers were crowding the Boone family, Daniel's father decided to move to the wild frontier country along the Yadkin River in North Carolina. There, Daniel used the skills learned from the Indians, in helping his family settle in the rough wilderness.

Daniel had heard many tall tales about the wonderful hunting grounds beyond the Appalachian highlands, called Kentucky. It was described as a hunter's paradise, a place where buffalo were so big that the meadow's sank down beneath their weight when they walked across them. So many turkeys lived there that there was not enough room for them to fly at the same time. Boone listened to these tales eagerly. He longed to see Kentucky, but could not find out how to reach it. Boone was still determined to find the way.

In March 1775, 30 axmen led by Daniel Boone began to cut a trail. Their route began at the Block House in Virginia, passed through the Powell River Valley, crossed the Cumberland Mountains through the Cumberland Gap, and ended in central Kentucky. Boone chose a site by the Kentucky River for a settlement. This settlement, called Booneborough, was built at the end of Boone's Trace, which was an offshoot of the Wilderness Road. This was just south of present day Lexington.

The Wilderness Road was the only usable route through the mountains to Kentucky. It was a rocky trail menaced by unfriendly Indians, but it did open the westard expansion of over 200,000 settlers by 1800 on their way to Kentucky, Ohio, Missouri, and eventually into the Western United States.

WENDELL H. FORD.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, changes in existing law made by the bill H.R. 3787 as ordered reported are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

NATIONAL TRAILS SYSTEM ACT

(82 Stat. 919, as amended, 16 U.S.C. 1244)

* * * * * * *

SEC. 5. (a) National scenic and national trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

(1) The Appalachian National Scenic Trail, a trail of approximately two thousand miles extending generally along the Appalachian Mountains from Mount Katahdin, Maine, to Springer Mountain, Georgia. Insofar as practicable, the right-of-way for such trail shall comprise the trail depicted on the maps identified as "Nationwide System of Trails, Proposed Appalachian Trail, NST-AT-101-May 1967", which shall be on file and available for public inspection in the office of Director of the National Park Service. Where practicable, such rights-of-way shall include lands protected for it under agreements in effect as of October 2, 1968, to which Federal agencies and States were parties. the Appalachian Trail shall be administered primarily as a footpath by the Secretary of the Interior, in consultation with the Secretary of Agriculture.

(2) The Pacific Crest National Scenic Trail, a trail of approximately two thousand three hundred fifty miles, extending from the Mexican-California border northward generally along the mountain ranges of the west coast States to the Canadian-Washington border near Lake Ross, following the route as generally depicted on the map, identified as "Nationwide System of Trails, Proposed Pacific Crest Trail, NTS-PC-103-May 1967" which shall be on file and available for public inspection in the office of the Chief of the Forest Service. The Pacific Crest Trail shall be administered by the Secretary of Agriculture, in consultation with the Secretary of the Interior.

(3) The Oregon National Historic Trail, a route of approximately two thousand miles extending from near Independence, Missouri, to the vicinity of Portland, Oregon, following a route as depicted on maps identified as "Primary Route of the Oregon Trail 1841-1948", in the Department of the Interior's Oregon Trail study report dated April 1977, and which shall be

on file and available for public inspection in the office of the Director of the National Park Service. The trail shall be administered by the Secretary of the Interior.

(4) The Mormon Pioneer National Historic Trial, a route of approximately one thousand three hundred miles extending from Nauvoo, Illinois, to Salt Lake City, Utah, following the primary historical route of the Mormon Trail as generally depicted on a map, identified as, "Mormon Trail Vicinity Map, figure 2" in the Department of the Interior Mormon Trail study report dated March 1977, and which shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(5) The Continental Divide National Scenic Trail, a trail of approximately thirty-one hundred miles, extending from the Montana-Canada border to the New Mexico-Mexico border, following the approximate route depicted on the map, identified as "Proposed Continental Divide National Scenic Trail" in the Department of the Interior Continental Divide Trail study report dated March 1977 and which shall be on file and available for public inspection in the office of the Chief, Forest Service, Washington, D.C. The Continental Divide National Scenic Trail shall be administered by the Secretary of Agriculture in consultation with the Secretary of the Interior. Notwithstanding the provisions of section 1246(c) of this title, the use of motorized vehicles on roads which will be designated segments of the Continental Divide National Scenic Trail shall be permitted in accordance with regulations prescribed by the appropriate Secretary.

(6) The Lewis and Clerk National Historic Trail, a trail of approximately three thousand seven hundred miles, extending from Wood River, Illinois, to the mouth of the Columbia River in Oregon, following the outbound and inbound routes of the Lewis and Clark Expedition depicted on maps identified as, "Vicinity Map, Lewis and Clark Trail" study report dated April 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(7) The Iditarod National Historic Trail, a route of approximately two thousand miles extending from Seward. Alaska, to Nome, Alaska, following the routes as depicted on maps identified as "Seward-Nome Trail", in the Department of the Interior's study report entitled "The Iditarod Trail (Seward-Nome Route) and other Alaskan Gold Rush Trails" dated September 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(8) The North Country National Scenic Trail, a trail of approximately thirty-two hundred miles, extending from eastern New York State to the vicinity of Lake Sakakawea in North Dakota, following the approximate route depicted on the map identified as "Proposed North Country Trail-Vicinity Map" in

the Department of the Interior "North Country Trail Report", dated June 1975. The map shall be on file and available for public inspection in the office of the Director, National park Service, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior.

(9) The Overmountain Victory National Historic Trail, a system totaling approximately two hundred seventy-two miles of trails with routes from the mustering point near Abingdon, Virginia, to Sycamore Shoals (near Elizabethton, Tennessee); from Sycamore Shoals to Quaker Meadows (Near Morganton, North Carolina); from the mustering point in Surry County, North Carolina, to Quaker Meadows; and from Quaker Meadows to Kings Mountain, South Carolina, as depicted on the map identified as Map 3—Historic Features—1780 in the draft study report entitled 'Overmountain Victory Trail' dated December 1979. The map shall be on file and available for public inspection in the Office of the Director, National Park Service, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior.

(10) The Ice Age National Scenic Trail, a trail of approximately one thousand miles, extending from Door County, Wisconsin, to Interstate Park in Saint Croix County, Wisconsin, generally following the route described in "On the Trail of the Ice Age—A Hiker's and Biker's Guide to Wisconsin's Ice Age National Scientific Reserve and Trail", by Henry S. Reuss, Member of Congress, dated 1980. The guide and maps shall be on file and available for public inspection in the Office of the Director, National Park Service, Washington, District of Columbia. Overall administration of the trail shall be the responsibility by the Secretary of the Interior pursuant to subsection (d) of this section. The State of Wisconsin, in consultation with the Secretary of the Interior, may, subject to the approval of the Secretary, prepare a plan for the management of the trail which shall be deemed to meet the requirements of subsection (e) of this section. Notwithstanding the provisions of section 1246(c) of this title, snowmobile use may be permitted on segments of the Ice Age National Scenic trail where deemed appropriate by the Secretary and the managing authority responsible for the segment.

(11) The Potomac Heritage National Scenic Trail, a corridor of approximately seven hundred and four miles following the route as generally depicted on the map identified as "National Trails System, Proposed Potomac Heritage Trail" in "The Potomac Heritage Trail", a report prepared by the Department of the Interior and dated December 1974, except that no designation of the trail shall be made in the State of West Virginia. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Washington, District of Columbia. The trail shall initially consist of only those segments of the corridor located within the exterior boundaries of federally administered areas. No lands or interest therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Potomac Heritage Trail. The Secretary of the Interior

may designate lands outside of federally administered areas as segments of the trail, only upon application from the States or local governmental agencies involved, if such segments meet the criteria established in this chapter and are administered by such agencies without expense to the United States. The trail shall be administered by the Secretary of the Interior.

(12) The Natchez Trace National Scenic Trail, a trail system of approximately six hundred and ninety-four miles extending from Nashville, Tennessee, to Natchez, Mississippi, as depicted on the map entitled "Concept Plan, Natchez Trace Trails Study" in "The Natchez Trace", a report prepared by the Department of the Interior and dated August 1979. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Department of the Interior, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior.

(13) The Florida National Scenic Trail, a route of approximately thirteen hundred miles extending through the State of Florida as generally depicted in "The Florida Trail" a national scenic trail study draft report prepared by the Department of the Interior and dated February 1980. The map shall be on file and available for public inspection in the office of the Chief of the Forest Service, Washingtion, District of Columbia. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Florida Trail except with the consent of the owner thereof. The Secretary of Agriculture may designate lands outside of federally administered areas as segments of the trail, only upon application from the State or local governmental agencies involved, if such segments meet the criteria established in this chapter and are administered by such agencies without expense to the United States. The trail shall be administered by the Secretary of Agriculture.

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible. The studies listed in subsectionn (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from November 10, 1978, whichever is later. Such studies, when submitted,

shall be printed as a House or Senate document, and shall include, but not be limited to:

(1) the proposed route of such trail (including maps and illustrations);

(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental, purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Site Act of 1935;

(4) the current status of land ownership and current and potential use along the designated route;

(5) the estimated cost of acquisition of lands of interest in lands, if any;

(6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) to qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no

longer possible to travel by trail due to subsequent development as motorized transportation routes may be designed and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facts of American history, such as trade and commerce, exploration, migration and settlement, or military compaigns. To qualify as nationally significant, historic use of the trail must have had a farreaching effect on broad pattern of American culture. Trails significant in the history of native American may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail the presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlind in subsection (b) of this section:

(1) Continental Divide Trail, a three-thousand-one-hundred-mile trail extending from near the Mexican border in southwestern New Mexico northward generally along the Continental Divide to the Canadian border in Glacier National Park.

(2) Potomac Heritage Trail, and eight-hundred-and twenty-five-mile trail extending generally from the mouth of the Potomac River to its sources in Pennsylvania and West Virginia, including the one-hundred-and-seventy-mile Chesapeake and Ohio Canal towpath.

(3) Old Cattle Trails of the Southwest from the vicinity of San Antonio, Texas, approximately eight hundred miles through Oklahoma via Baxter Springs and Chetopa, Kansas, to Fort Scott, Kansas, including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Texas, approximately eight hundred miles north through Oklahoma to Abilene, Kansas.

(4) Lewis and Clark Trail, from Wood River, Illinois, to the Pacific Ocean in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition.

(5) Natchez Trace, from Nashville, Tennessee, approximately six hundred miles to Natchez, Mississippi.

(6) North Country Trail, from the Appalachian Trail in Vermont, approximately three thousand two hundred miles through the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, to the Lewis and Clark Trail in North Dakota.

(7) Kittanning Trail from Shirleysburg in Huntingdon County to Kittanning, Armstrong County, Pennsylvania.

(8) Oregon Trail, from Independence, Missouri approximately two thousand miles to near Fort Vancouver, Washington.

(9) Santa Fe Trail, from Independence, Missouri, approximately eight hundred miles to Santa Fe, New Mexico.

(10) Long Trail, extending two hundred and fifty-five miles from the Massachusetts border northward through Vermont to the Canadian border.

(11) Mormon Trail, extending from Nauvoo, Illinois, to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

(12) Gold Rush Trails in Alaska.

(13) Mormon Battalion Trail, extending two thousand miles from Mount Pisgah, Iowa, through Kansas, Colorado, New Mexico, and Arizona to Los Angeles, California.

(14) El Camino Real from St. Augustine to San Mateo, Florida, approximately 20 miles along the southern boundary of the St. Johns River from Fort Caroline National Memorial to the St. Augustine National Park Monument.

(15) Bartram Trail, extending through the States of Georgia, North Carolina, South Carolina, Alabama, Florida, Louisiana, Mississippi, and Tennessee.

(16) Daniel Boone Trail, extending from the vicinity of Statesville, North Carolina, to Fort Boonesborough State Park, Kentucky.

(17) Desert Trail, extending from the Canadian border through parts of Idaho, Washington, Oregon, Nevada, California, and Arizona, to the Mexican border.

(18) Dominguez-Escalante Trail, extending approximately two thousand miles along the route of the 1776 expedition led by Father Francisco Atanasio Dominguez and Father Silvestre Velez de Escalante, originating in Santa Fe, New Mexico; proceeding northwest along the San Juan, Dolores, Gunnison, and White Rivers in Colorado; thence westerly to Utah Lake; thence southward to Arizona and returning to Santa Fe.

(19) Florida Trail, extending north from Everglades National Park, including the Big Cypress Swamp, the Kissimmee Prairie, the Withlacoochee State Forest, Ocala National Forest, Osceola National Forest, and Black Water River State Forest, said completed trail to be approximately one thousand three hundred miles long, of which over four hundred miles of trail have already been built.

(20) Indian Nations Trail, extending from the Red River in Oklahoma approximately two hundred miles northward through the former Indian nations to the Oklahoma-Kansas boundary line.

(21) Nez Perce trail extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountain, Montana.

(22) Pacific Northwest Trail, extending approximately one thousand miles from the Continental Divide in Glacier National Park, Montana, to the Pacific Ocean beach of Olympic National Park, Washington, by way of—

(A) Flathead National Forest and Kootenai National Forest in the State of Montana;

(B) Kaniksu National Forest in the State of Idaho; and

(C) Colville National Forest, Okanogan National Forest, Pasayten Wilderness Area, Ross Lake National Recreation Area, North Cascades National Park, Mount Baker, the Skagit River, Deception Pass, Whidbey Island, Olympic

National Forest, and Olympic National Park in the State of Washington.

(23) Overmountain Victory Trail, extending from the vicinity of Elizabethton, Tennessee, to Kings Mountain National Military Park, South Carolina.

(24) Juan Bautista de Anza Trail, following the overland route taken by Juan Bautista de Anza in connection with his travels from the United Mexican States to San Francisco, California.

(25) Trail of Tears, including the associated forts and specifically, Fort Mitchell, Alabama, and historic properties, extending from the vicinity of Murphy, North Carolina, through Georgia, Alabama, Tennessee, Kentucky, Illinois, Missouri, and Arkansas, to the vicinity of Tahlequah, Oklahoma.

(26) Illinois Trail, extending from the Lewis and Clark Trail at Wood River, Illinois, to the Chicago Portage National Historic Site, generally following the Illinois River and the Illinois and Michigan Canal.

(27) Jedediah Smith Trail, to include the routes of the explorations led by Jedediah Smith—

(A) during period 1826–1827, extending from the Idaho-Wyoming border, through the Great Salt Lake, Sevier, Virgin, and Colorado River Valleys, and the Mojave Desert, to the San Gabriel Mission, California; thence through the Tehachapi Mountains, San Joaquin and Stanislaus River Valleys, Ebbetts Pass, Walker River Valley, Bald Mount, Mount Grafton, and Great Salt Lake to Bear Lake, Utah; and

(B) during 1828, extending from the Sacramento and Trinity River Valleys along the Pacific coastline, through the Smith and Willamette River Valleys to the Fort Vancouver National Historic Site, Washington, on the Columbia River.

(28) General Crook Trail, extending from Prescott, Arizona, across the Mogollon Rim to Fort Apache.

(29) Beale Wagon Road, within the Kaibab and Coconino National Forests in Arizona: *Provided,* That such study may be prepared in conjunction with ongoing planning processes for these National Forests to be completed before 1990.

(30) Pony Express Trail, extending from Saint Joseph, Missouri, through Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada, to Sacramento, California, as indicated on a map labeled "Potential Pony Express Trail", dated October 1983 and the California Trail, extending from the vicinity of Omaha, Nebraska, and Saint Joseph, Missouri, to various points in California, as indicated on a map labeled "Potential California Trail" and dated August 1, 1983. Notwithstanding subsection (b) of this section, the study under this paragraph shall be completed and submitted to the Congress no later than the end of two complete fiscal years beginning after the date of the enactment of this paragraph. Such study shall be separated into two portions, one relating to the Pony Express Trail and one relating to the California Trail.

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the System, and within sixty days of November 10, 1978, for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment. If the appropriate Secretary is unable to establish such an advisory council because of the lack of adequate public interest, the Secretary shall so advise the appropriate committees of the Congress. The appropriate Secretary shall consult with such council from time to time with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section. Members of each council shall be appointed by the appropriate Secretary as follows:

(1) the head of each Federal department or independent agency administering lands through which the trail route passes, or his designee;

(2) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(3) one or more members appointed to represent private organizations, including corporate and individual landowners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: *Provided,* That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(4) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail and the North Country National Scenic Trail, as part of the system, and within two complete fiscal years of November 10, 1978, for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of affected States, the relevant advisory council established pursuant to subsection (d) of this section, and the Appalachian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquisition, management, development, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail of the North Country National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to subsection (d) of this section, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;

(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 1246(c) of this title;

(3) a protection plan for any high potential historic sites of high potential route segements; and

(4) general and site-specific development plans, including anticipated costs.

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Calendar No. 1054

98TH CONGRESS
2d Session

SENATE

REPORT
98-558

ACQUISITION OF McCLINTOCK HOUSE WOMEN'S RIGHTS NATIONAL HISTORIC PARK, NEW YORK

JULY 17 1984.—Ordered to be printed

Filed under authority of the order of the Senate of June 29 (legislative day, June 25), 1984

Mr. MCCLURE, from the Committee on Energy and Natural Resources, submitted the following

REPORT

[To accompany H.R. 4596]

The Committee on Energy and Natural Resources, to which was referred the act (H.R. 4596) to amend section 1601(d) of Public Law 96-607 to permit the Secretary of the Interior to acquire title in fee simple to McClintock House at 16 East Williams Street, Waterloo, New York, having considered the same, reports favorably thereon without amendment and recommends that the act do pass.

PURPOSE

The purpose of H.R. 4596 is to permit the Secretary of the Interior to acquire title in fee simple title to McClintock House at 14 and 16 East Williams Street, Waterloo, New York, and to remove structures not related to the historical significance of the site.

BACKGROUND

Public Law 96-607, enacted on December 28, 1980, established the Women's Rights National Historic Park in Waterloo and Seneca Falls, New York. The park, which is composed of a number of nonadjacent buildings in Seneca Falls and in Waterloo, was established to "preserve and interpret for the education, inspiration and benefit of present and future generations, the nationally significant struggle for equal rights for women". The park memorialized the birth of the women's rights movement and the work of its early

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founders—Elizabeth Cady Stanton and Susan B. Anthony. The first National Women's Rights Convention which was organized by these women, among others, was held there in 1848.

The McClintock House was included in the park because it was the site where Mary Ann McClintock, Elizabeth Cady Stanton, Lucretia Mott, Martha Wright, and Susan B. Anthony gathered to organize the Convention and to draft the "Declaration of Sentiments"; a document now recognized as a very important document in U.S. history.

Fee acquisition of McClintock House was not authorized in Public Law 96-607. At the time of enactment, the McClintock House was owned and occupied by the Waterloo Baptist Church. Questions of the separation of church and state doctrine were raised, so the bill contained language expressly prohibiting the Secretary of the Interior from acquiring the property in fee. The church has now moved and put the property up for sale so the issue of separation of church and state is no longer a problem.

Legislative History

H.R. 4596 was passed by the House on May 1, 1984. A hearing before the Senate Subcommittee on Public Lands and Reserved Water was held on May 22, 1984. The Administration has no objection to the enactment of the measure.

At a business meeting on June 27, 1984, the Committee on Energy and Natural Resources ordered H.R. 4596, favorably reported.

Committee Recommendations and Tabulation of Votes

The Senate Committee on Energy and Natural Resources, in open business session on June 27, 1984, by a unanimous vote of a quorum present recommends that the Senate pass H.R. 4596 without amendment.

The role call vote on reporting the measure was 21 yeas, 0 nays as follows:

YEAS	NAYS
Mr. McClure	
Mr. Hatfield [1]	
Mr. Weicker	
Mr. Domenici [1]	
Mr. Wallop	
Mr. Warner	
Mr. Murkowski [1]	
Mr. Nickles	
Mr. Hecht [1]	
Mr. Chafee [1]	
Mr. Heinz [1]	
Mr. Evans	
Mr. Johnston [1]	
Mr. Bumpers	
Mr. Ford	
Mr. Metzenbaum [1]	
Mr. Matsunaga	

Mr. Melcher
Mr. Tsongas [1]
Mr. Bradley
Mr. Levin [1]

[1] Indicates voted by proxy.

Cost and Budgetary Considerations

The following estimate of the cost of this measure has been provided by the Congressional Budget Office:

U.S. Congress,
Congressional Budget Office,
Washington, DC, June 29, 1984.

Hon. James A. McClure,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

Dear Mr. Chairman: The Congressional Budget Office has reviewed H.R. 4596, a bill to amend section 1601(d) of Public Law 96–607 to permit the Secretary of the Interior to acquire title in fee simple to McClintock House at 16 East Williams Street, Waterloo, New York, as ordered reported by the Senate Committee on Energy and Natural Resources, June 27, 1984. We estimate that the federal government would spend approximately $40,000 to buy the house.

H.R. 4596 removes the current prohibition against the purchase of McClintock House by the Secretary of the Interior. It is estimated that the value of this property is between $35,000 and $55,000.

Enactment of this bill would not affect the budgets of state and local governments.

If you wish further details on this estimate, we will be pleased to provide them.

Sincerely,

Eric Hanushek
(For Rudolph G. Penner, Director).

Regulatory Impact Evaluation

In compliance with paragraph 11(b) of Rule XXVI of the Standing Rules of the Senate, the Committee makes the following evaluation of the regulatory impact which would be incurred in carrying out H.R. 4596. The bill is not a regulatory measure in the sense of imposing Government-established standards or significant economic responsibilities on private individuals and businesses.

No personal information would be collected in administering the program. Therefore, there would be no impact on personal privacy.

Little, if any, additional paperwork would result from the enactment of H.R. 4596 as reported.

Executive Communications

The pertinent legislative report received by the Committee from the Department of the Interior setting forth executive agency recommendations relating to H.R. 4596 are set forth below:

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, DC, June 21, 1984.

Hon. JAMES A. MCCLURE,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: This responds to your request for our views on S. 2331 and H.R. 4596, similar bills to permit the Secretary of the Interior to acquire fee simple title to the McClintock House at 16 East Williams Street, Walterloo, New York, currently identified for less-than-fee acquisition under section 1601(d) of Public Law 96–607. Title XVI of Public Law 96–607 authorized the establishment of the Women's Rights National Historical Park in recognition of the women's rights movement in the United States.

As passed by the House, H.R. 4596 would authorize the Secretary to acquire fee simple title to the McClintock House and related structures at 14 and 16 East Williams Street and would require the Secretary to remove all structures from the property that are not relevant to the historic integrity of the McClintock House.

We have no objection to the enactment of either bill.

During the consideration of the authorizing legislation for Women's Rights National Historical Park, the National Park Service fully supported the concept of recognizing the women's rights movement as a significant part of the history of the United States. The sites involved in the park were well documented historically. After deliberation, Congress authorized fee simple acquisition of certain properties and less-than-fee acquisition of other properties.

Since the authorization of the park, work has gone forward on the development of a General Management Plan and the preparation of a Land Protection Plan, both of which are not yet complete. Yet to be undertaken is the Interpretive Plan.

We have known that the McClintock House has been for sale, along with the church located a few feet away, since our study team prepared the study of alternatives that was transmitted to Congress in 1979. Since the mid-1970's, no major repairs have been done to either structure, so the process of deterioration has begun to accelerate. The owners relocated to their new facilities in August 1982, and the buildings remain vacant.

We are interested in being involved in the McClintock House because it is the site where the declaration of Sentiments was written in 1848, and it is central to the events of that year at Seneca Falls, New York. Therefore, with the flexibility provided in this legislation, we will determine the degree of our involvement during the General Management Plan and the Land Protection Plan review process.

The Office of Management and Budget has advised that there is no objection to the presentation of this report from the standpoint of the administration's program.

Sincerely,

J. CRAIG POTTER,
Acting Assistant Secretary.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, changes in existing law made by the bill H.R. 4596 as ordered reported are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

ACT OF DECEMBER 28, 1980

(94 Stat. 3539, 3546; as amended 16 U.S.C. 410-11(c))

* * * * * * *

WOMEN'S RIGHTS NATIONAL HISTORICAL PARK

SEC. 1601. (a) The Congress finds that—

(1) The Women's Rights Convention held at the Wesleyan Methodist Chapel in Seneca Falls, New York in 1848 was an event of major importance in the history of the United States because it marked the formal beginning of the struggle of women for their equal rights.

(2) The Declaration of Sentiments approved by the 1848 Women's Rights Convention is a document of enduring relevance, which expresses the goal that equality and justice should be extended to all people without regard to sex.

(3) There are nine sites located in Seneca Falls and Waterloo, New York, associated with the nineteenth century women's rights movement which should be recognized, preserved, and interpreted for the benefit of the public.

(b) It is the purpose of this section to preserve and interpret for the education, inspiration, and benefit of present and future generations the nationally significant historical and cultural sites and structures associated with the struggle for equal rights for women and to cooperate with State and local entities to preserve the character and historic setting of such sites and structures.

(c) To carry out the purpose of this section there is hereby established the Women's Rights National Historical Park (hereinafter in this section referred to as the "park"). The park shall consist initially of the following designated sites in Seneca Falls and Waterloo, New York:

(1) Stanton House, 32 Washington Street, Seneca Falls;

(2) dwelling, 30 Washington Street, Seneca Falls;

(3) dwelling, 34 Washington Street, Seneca Falls;

(4) lot, 26-28 Washington Street, Seneca Falls;

(5) Former Wesleyan Chapel, 126 Fall Street, Seneca Falls;

(6) theater, 128 Fall Street, Seneca Falls;

(7) Bloomer House, 53 East Bayard Street, Seneca Falls;

[(8) McClintock House, 16 East Williams Street, Waterloo; and]

(8) McClintock House and related structures, 14 and 16 East Williams Street, Waterloo; and

(9) Hunt House, 401 East Main Street, Waterloo.

(d) The Secretary is authorized to acquire by donation, purchase with donated or appropriated funds, transfer from any other Federal agency, or exchange lands and interests therein within sites designated as part of the park, except that the Secretary may not acquire the fee simple title to the land comprising the sites designated in paragraphs (7) [through] *and* (9) of subsection (c). Lands and interests therein owned by a State or political subdivision thereof may be acquired only by donation. *Within two years of the acquisition of the property listed in subsection (c)(8) the Secretary shall have removed all structures from the property that are not relevant to the historic integrity of the McClintock House.*

(e) The Secretary is authorized to enter into cooperative agreements with the owners of properties designated as part of the park, pursuant to which the Secretary may mark, interpret, improve, restore, and provide technical assistance with respect to the preservation and interpretation of such properties. Such agreements shall contain, but need not be limited to, provisions that the Secretary shall have the right of access at reasonable times to public portions of the property for interpretive and other purposes, and that no changes or alterations shall be made in the property except by mutual agreement.

(f) The Secretary shall encourage State and local governmental agencies to develop and implement plans for the preservation and rehabilitation of sites designated as part of the park and their immediate environs, in order to preserve the historic character of the setting in which such sites are located. The Secretary may provide technical and financial assistance to such agencies in the development and implementation of such plans, but financial assistance may not exceed 50 per centum of the cost thereof.

(g) The Secretary shall administer the park in accordance with the provisions of this section and the provisions of law generally applicable to the administration of units of the National Park System, including the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 1, 2-4) and the Act of August 21, 1934 (49 Stat. 666; 16 U.S.C. 461-7).

(h)(1) There is hereby established the Women's Rights National Historical Park Advisory Commission (hereinafter referred to as the "Commission"). The Commission shall consist of eleven members, each appointed by the Secretary for a term of five years as follows:

(A) One member appointed from recommendations submitted by the Elizabeth Cady Stanton Foundation;

(B) One member appointed from recommendations submitted by the Women's Hall of Fame;

(C) Two members appointed from recommendations submitted by the Governor of New York;

(D) One member appointed from recommendations submitted by the village of Seneca Falls;

(E) One member appointed from recommendations submitted by the town of Seneca Falls; and

(F) Five members appointed by the Secretary, at least one of whom shall represent an institution of higher learning and at least two of whom shall represent national women's rights organizations.

(2) The Secretary shall designate one member to be the Chair of the Commission. Any vacancy on the Commission shall be filled in the same manner in which the original appointment was made.

(3) Members of the Commission shall serve without compensation as such, but the Secretary may pay the expenses reasonably incurred by the Commission and its members in carrying out their responsibilities under the section upon presentation of vouchers signed by the Chair of the Commission.

(4) The function of the Commision shall be to advise the Secretary with respect to matters relating to the administration of the park and the carrying out of the provisions of this section. The Secretary shall consult with the Commission from time to time with respect to his responsibilities and authorities under this section.

(5) The Commission shall terminate ten years from the effective date of this section.

(i) There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this section, but not to exceed $490,000 for acquisition, and $500,000 for development.

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